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ESTABLISHED 1857

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9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.30 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
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P.O. Box, 33. Telephone No. 12BIRTH  
On the 22nd June, at 39, Cavenagh Road, Singa-  
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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd July, 1902.

MUCH more than it is probably worth has been made of the renewal of the Triple Alliance of Germany, Austria and Italy effected by Count von Bulow and now finally signed; and as plainly the effect of the much vaunted Dual Alliance between Russia and France has been grossly exaggerated. Momentarily, of course, it suits all parties to these political combinations to proclaim them to the world as irrefragable, but both, as must be seen by the careful observer, contain within themselves stronger elements of disintegration than ever they possessed of affinity. Of course at the moment both fall in with the humours of the day. In certain circumstances we might conceive a joint invasion of Germany from the east and west respectively by Russia and France, and if just such an event did occur there is no doubt that it would be effectively met by the combination of the three Powers. It is, however, a useful political truth to be continually borne in mind, by political students, that it is always the unexpected that happens, and a simultaneous invasion of Germany by Russia and France is probably the last danger which a far-seeing man would consider it necessary to guard against. Similarly there is no doubt that there exists in France a very general feeling that in entering into a close alliance with Russia, the people of France are really protecting the peace of the world. Looked at by French eyes, Germany is the type of an encroaching Power; any alliance that would be effective in placing obstacles in the way of further advance on her part would, *ipso facto*, be a guarantee of peace in Europe. Seen in this light both alliances

have their reasons for existence, and the superficial onlooker is apt to content himself, after the manner of his kind, with this merely exoteric view. These considerations are, however, so perfectly trite and self-evident that to the individual who looks closely into affairs the machinery must seem sadly out of proportion to the professed aims. As a fact there would be no need for the elaborate process of federation paraded were a simultaneous invasion of Germany from east and west to take place. In such a case the dictates of self-preservation would impel Austro-Hungary to effect a diversion, and self-interest is a far more powerful bond than the word of princes or governments. Similarly France in the case of any unprovoked aggression on the part of Germany would find far more useful allies than her present friend, Russia.

There may of course be other reasons, not so carefully paraded, for these bonds than the mere desire for peace, and it will probably be found that the leagues in the main proceed rather from economic than political considerations. There is very little reason to doubt that Russia's consideration for France, a country which in every political aspiration stands at the opposite pole to herself, is produced mainly by the facilities she has found thereby for easing her financial troubles. On the other hand France has undoubtedly found a, momentarily at least, profitable investment for her spare capital, without unduly hampering her freedom of action. So far without leaving room for sentiment there are undoubtedly advantages to both parties in the combination. Similarly Germany has committed herself to an economic warfare with the two great Anglo-Saxon Powers, and finds her exclusive system of trade already beginning to toll on her own resources. The want of a partner, then, is pressing in order to aid her in pulling through the more difficult sections of the road. French methods of trade in her eyes are too redolent of concealed free-trade, so instinctively she turns to Austria and Italy as the nations which offer her the best opportunity of extending her trade without inquiring too closely into her methods. Russia in whose vast undeveloped resources she sees a probable competitor in the near future, is of course by that very circumstance ruled out, so that the only possible alliance from her point of view is with Austro-Hungary, and as circumstances have compelled a close association commercially as well as politically between Austro-Hungary and Italy, the alliance with the former almost of necessity compels also the inclusion of the latter.

Circumstances, then, point to a close alliance between Germany, Austro-Hungary and Italy, as the most natural thing in the world, and doubtless so it would be if not for other conflicting interests which Germany assumes are pulling her the other way. Germany, as we have seen, is almost of necessity driven to associate with the two in matters commercial, but her ideas are by no means contented with working on equal lines. What Germany wants with her partners is her own preponderance. From her point of view all she needs is a safe market for her protected manufactures which she is losing in the Anglo-Saxon countries; and to this end she will leave no stone unturned, with little consideration for the feelings or interests of her allies. Politically Germany looks to the absorption of the whole German-speaking race—such an absorption, in fact as would carry her territory to the Adriatic. These aspirations are of course natural, and are certainly shared by the German people, but none the less are a menace to the peace of Europe and of the world. The least that can be said of them is that they reduce the Triple Alliance to little more than a phantom, and indicate that, should any strain be placed upon it, it must collapse from its own internal want of cohesion. So he would be a very inattentive onlooker of events who would attribute any vitality to the present alliance of France and Russia: one element of strength it undoubtedly has at the present moment, and that is a common hatred of England. England has undoubtedly stood in the way of both France and Russia in projects on which they had centred their most darling ambitions. A French French was the dream of the one; a Russian Asia of the other. Neither of these was compatible with the aspirations of British Empire, and as the British nation at large was scarcely prepared to fall in with either, and showed pretty plainly its disapproval of both, the two nations, otherwise with no sympathy or feeling in common, were insensibly led into a momentary alliance. Momentarily we say without hesitation, as it carries none of those elements of a common interest which are necessary to the formation of any permanent or abiding pact. Suppose in a future struggle England and the British Empire were either altogether successful, or were altogether blotted out of existence; the result, in the first case would

in the nature of affairs be a mutual retribution, and mutual recriminations for having led to the disaster, or in the other event, of the inevitable struggle of the wolves and bear over the prey. Altogether, though at the instant interesting, neither of these continental alliances is in the slightest degree influencing or likely to influence the inevitable course of events. They are feathers, and as such indicate more truly than weightier events the direction of the wind; but have no further effect than has the weathercock on the coming storm.

We understand that Mr. H. E. Pollock, our former Acting Attorney-General, has not after all resigned the Attorney-Generalship of Fiji, but has merely gone home on leave of absence.

Fifteen fresh fatal Chinese plague cases were reported up to noon yesterday, two bodies being found, in Square Street and in Reclamation Street, Yau Ma Tei, while the other deaths were from Queen's Road West, Robinson Road, and on Wai Lang.

It is hardly to be wondered at that a London telegram of the 14th ult. should say:—The discrepancy between Mr. St. John Brodrick's estimate of Burghers in the field at the beginning of the year and the numbers the surrenders are revealing is much commented on.

The *Asia Helios* arrived at Woosung on the afternoon of the 23rd ult. and reported that cholera was raging very severely at Kamtsu (45 miles north of Nagasaki). The *Helios* is held in quarantine at Woosung for nine days. Two Chinese were left at Nagasaki. One Chinaman died on the 23rd. Three suspects were taken ashore to the quarantine station.

What was believed to be an eruption was observed on Mount Iwaki in the extreme north of Honshu, Japan. According to a telegram from Aomori, unusual signs were seen on the summit of the mountain, a large volume of smoke issuing from the summit on the 20th ult. A later telegram states that what had the appearance of an eruption in a forest fire, extending over several acres, which is still burning.

A Chinese leper, with the name, as given in American papers, of Dong Gong, who has for four months past occupied an isolated house at St. Louis, has it stated, apparently recovered from his malady and will be released within two months unless the disease returns. Chaulmoogra, the product of an East Indian tree, has been the sole treatment administered to the man by Dr. Martin C. Woodruff, superintendent of quarantine.

The order at the finish of the Summer Eights at Oxford, which concluded on the 23rd May, was:—First Division.—University, New College, Magdalen, Balliol, Pembroke, Worcester, Brasenose, Trinity, Exeter, Christ Church, and Lincoln. Second Division.—Lincoln, Keble, Wadham, Merton, Hertford, Queen's, Corpus, S. John's, Oriel, S. Catherine's, and S. Edmund Hall. Christ Church headed the list of successful boats with five bumps in the six days. Wadham made four, Brasenose three, Jesus and S. John's two each, and University and Pembroke one each. Merton was the most unsuccessful, losing a place each day, followed by Queen's and S. Catherine's three, Corpus two, Worcester, Trinity, Hertford, and New College one.

The *Journal of the Royal United Service Institution* for the current month contains a reprint of the lecture by Admiral Sir J. O. Hopkins, entitled "Is a Second Class or Smaller Battleship Desirable?" The naval notes, home and foreign, are as interesting and valuable as usual. They include a summary of the Sooley inquiry, with the report of the committee—very adverse, it will be remembered, to the American admiral. From this adverse report Admiral Dewey, the president, mainly dissented. The report of the amirals on our naval manoeuvres is also given, but the report is bald and devoid of interest. Two illustrations are given of the Woodcock ascending the higher reaches of the Yangtze, an operation which had to be performed in some places by the aid of steel hawsers to enable the little ship to pass the rapids.

The *Saint Louis Opinio* rejoices over the non-enactment of Doumer in the new French Cabinet. "Think of it!" says our contemporary. "M. Delcassé retains the portfolio of Foreign Affairs in the new combination, an unassassable enemy of our ex-Governor-General!" No one can have forgotten the brutal recall of the Blum Mission, which was sent to Yunnan on the orders of M. Doumer, who believed himself strong enough to dispense with the previous authority of the Minister for Foreign Affairs. That was a bitter affront. From the Quai d'Orsay came a cablegram ordering the immediate abandonment of the mission. Our potentate has certainly not forgotten that cablegram, and many a time he has dreamt of revenge. Now, supreme humiliation, M. Delcassé is still a member of the new Cabinet, and by the side of M. Delcassé when do we see? M. Gaston Doumergue, the young and brilliant Deputy of Gurd, who on the occasion of the last vote on the loan was the only one who opposed M. Doumer's projects. M. Gaston Doumergue is another enemy, and the more dangerous in that he has been entrusted with the management of the Colonies. Surely it is a real conspiracy against our former Governor-General. Nor is that all. At the Ministry of Marine M. Combes has placed M. Pelletier, aardant and conscientious politician, who will never forgive the hateful disloyalty—secured by Melmoth gold—of one whom he used to regard as the young leader of the Radical Party. It is against these three pitiless adversaries that M. Doumer must struggle to-morrow, perhaps defend himself.

The *New Freie Presse* has made the discovery that "if England ceased to be the great Power which she now is, the whole balance of power throughout the world would be convulsed by a giddy movement like that of a huge landslide."

It is stated that F. S. Mayer, the American citizen who was convicted of fraud in the Yokohama Chiba Saibansho and sentenced to 18 months' major imprisonment and six months' police surveillance, will not appeal from his sentence.

On the 14th ult. Somersethire beat Lancashire at cricket by nine runs. The rest of the matches were drawn, owing to rain. The competing sides were Gloucestershire and Surrey; Kent and Notts; Dorsetshire and Worcestershire; and Hampshire and Leicestershire.

Authoritative, but not official, news, it is said, has been received indirectly in Colombo that Ceylon is to be connected with Australia and London by a new cable. It will join Ceylon to Mauritius and the Cape on the one hand and to the Coco Island and Australia on the other. This is one of the strategic lines which the Committee on Cable Communications suggested.

The rise of 6s per share on Mr. Alfred Holt's offer to the China Mutual shareholders came from Messrs. A. Weir and Co., who are with one exception the largest British mail-steamer owners, and they also possess some 22 steamers. They have one regular line of sailings from Glasgow and Liverpool to New Orleans, and their other vessels are employed in tramp business.

They are associated with the Glasgow firm, Messrs. Harrison, Weir and Co., and with Messrs. T. and J. Harrison, of Liverpool.

In Berlin military circles it is reported that besides the augmentation of the German troops in China, also the clothing of the corps will undergo a complete transformation. Neither the summer nor the winter dress of the men has been found to answer the service required of it; especially the caps, of which at the equipment of the troops over 10,000 were furnished, could not be kept from being spoiled by moths or the climate. The shoes or boots also were found impracticable for East Asiatic conditions. It has been decided, therefore, to adopt the English system of dressing the German troops in Asia, both infantry and cavalry.

The *Indépendance Belge* publishes a private letter from Mr. Davidson, Assistant Colonial Secretary at Pretoria, to a friend. Its contents, the journal remarks, will doubtless not prove pleasant reading to many of its readers. The letter, which constitutes a warm panegyric of the British administration of the Transvaal and a justification of British methods of warfare, concludes with an expression of the writer's belief that when once peace is concluded the two races will fuse rapidly and the Boers will become the most faithful of British subjects. Mr. Davidson recalls the fact that Dutch burghers occupy prominent posts in the administration of Ceylon, and that many members of the British aristocracy are of Dutch origin, but he says that the fact could never become the language of South Africa owing to its imperfections.

In connection with the statement in a recent London telegram that "a number of Ritualist clergy are rejecting the service ordered for Coronation Day, because therein the King vouches to maintain the Protestant reformed religion," the following letter in the *Saturday Review*, signed W. M. Mercury, may be of interest:—

"Sir,—Those who deny the status of the ancient Ecclesia Anglicana are, no doubt, rejoicing in the support they receive from the Coronation service to be used in the churches on 26th June next. The clergy are expected to announce the King as taking an oath to maintain the Protestant Reformed Religion, while words contained in the service to be used in Westminster Abbey referring to His Majesty's 'Defence of the Catholic Faith' are omitted from the summary of proceedings to be announced in the churches. I have suffered the loss of my worldly possessions in the Transvaal on account of my loyalty, and on many occasions on the platform I have done all I could to support our cause against the Boers, but I cannot defend the Church by making the above announcement."

Discussing the conduct of the allied contingents in North China in his book entitled *China and the Powers*, Mr. H. C. Thomson very pertinently writes:—No attempt was made by the Allies to mitigate the sufferings of the homeless thousands by forming concentration camps, as has been mercifully done in South Africa. Those who were not killed were merely left to starve, or to be frozen to death. Indeed in every way the campaign in South Africa has been in striking contrast to that in China, and shows an honest endeavour on the part of the British commanders to act up to the spirit, if not to the letter, of the Hague Convention, although the Boers were not a party to it, as the Chinese were; and it shows, also, a distinct advance upon the heretofore recognised usage of war. . . . Now in China quarter was seldom given . . . whereas in South Africa it was seldom accorded, many may think with a mistaken leniency, even when the Boers have deliberately adopted the British uniform. It is a bitter irony that the British troops, who have acted with a humanity and consideration seldom known in previous wars, should be held up to obloquy in the way they now are; and the irony becomes the more bitter when the terrible deeds are recalled (in which the British troops had no part) committed by the troops of those very nations who are now their most vehement accusers. "Sweep the snow from your own doorsteps," says a Chinese proverb, "and do not trouble yourself about the frost on your neighbour's tiles."

The *Coronation Addresses AND THE UNVEILING CEREMONY*.

We are informed that His Excellency the Officer Administering the Government will hold a levee at Government House on Saturday next, at 4.30 p.m., at which the various Coronation Addresses will be presented to His Excellency for transmission to His Majesty the King.

It is probable also that the unveiling ceremony of the statue of the Duke of Connaught will take place on Saturday.

MUSIC FOR THE PUBLIC.

The following programme of music will be played by the band of the Hongkong Regiment on the New Parade Ground to-day, from 5 to 6.30 p.m.:—

May..... "The Beau Ideal"..... Sonatas  
Overture..... "Juanto"..... Williams  
Selection "Reminiscences of All Nations" Godfrey  
Valse..... "Belle Amie"..... Meissler  
Fantaisie..... "Canadian Airs"..... Barwood  
Gavotte..... "Hiemliche Liebe"..... Herch  
Pai ci, Pai la..... Waldeinfe

"God Save the King."

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Prinz Regent Luitpold*, which left here on the 29th May, at 8 a.m., arrived at Genoa on the 29th ult. p.m.

The steamer *Arras* from Calcutta, left Singapore for this port on the afternoon of the 1st ult.

The O.S.S. steamer *Stentor* left Foochow on the 30th ult. for Amoy and Hongkong, and is expected here to-day.

The O.S.S. steamer *Ulysses* left Singapore on the 30th ult., and is expected here on the 5th inst.

The "Barber" Line steamer *Hildegard*, from New York, arrived at Singapore on the 30th ult. and sails thence on the 2nd or 3rd inst. for Hongkong via Manila.

The N.P. steamer *Tacoma* arrived at Tacoma from Japan and Hongkong on the 26th ult.

Latest advice from Iohang report H.M.S. *Bratmard* and *Snipe* still there, but the latter was expected soon to leave for Tungting Lake on survey work.

Owing to strikes at American coal mines the United States Government are buying up Cardiff coal. The strikers are using dynamite in their operations. Five miners had been killed up to the 21st ult.

The reason for the divergence in the route of the four-funnelled cruiser *Amphitrite* before her arrival on this station is to make some sort of demonstration in the Persian Gulf. Quite recently there has been a display of Russian naval force in this region, one or two large modern cruisers having been sent there; and so the visit of the *Amphitrite*, which is quite as imposing a vessel as any cruiser that the Russian Navy possesses, is intended as a kind of counter-demonstration.

So much has been said lately about the transfer of British ships to American interests that it is somewhat refreshing to learn of a movement in the contrary direction. Liverpool information is to the effect that four steamships, American-owned, have recently been sold to an English firm. The four vessels were owned by the Chesapeake and Ohio Railway Company, and traded between Chesapeake and Liverpool, carrying the English flag. They have recently been acquired by a Manchester firm, who intend to engage in the fruit trade. It is stated that they were sold at 30 per cent. below cost price.

The *Times of India*'s Aden correspondent says that H.M.S. *Perseus* brought there, last month, a sumbox laden with a large number of rifles and some cases of ammunition which were shipped from Jibuti. The warship overtook the sumbox between Shabwa and Bir-Ali. As the makkas and crew resisted and refused to surrender, they were fired upon. The makkas and serangs were killed and two of the crew were wounded. The wounded men have been placed under medical charge at Aden, and the arms and ammunition have been landed. Such seizures will have a salutary and deterrent effect on the carriers of contraband goods.

The Copenhagen correspondent of the *Times* telegraphed on the 27th May:—The tedious question of the sale of the Danish West Indies seems never to end. I have already stated that fresh negotiations would not be initiated by Denmark, but when the United States, after the Landsberg's rejection of the treaty, proposed a prolongation of the period of ratification, King Christian thought that it would be impolite to the United States to refuse. To-day, therefore, his Majesty sanctioned the proposal.</

## PROGRESS OF FRENCH INDO-CHINA EXPOSITION AT HANOI

[BY OUR SPECIAL CORRESPONDENT.]

It is said that when Monsieur Doumer, the Governor-General, went home to raise his last loan of two hundred million francs for the development of Indo-China the French financiers naturally hesitated. They desired to know something of the resources of the country they were asked to promote.

The reply of the Governor-General was characteristic of the man. They wished to know something of Indo-China? They should have a very practical illustration. He would build an exhibition as an object lesson. French colonial enterprise. He at once formulated a scheme for an exposition of native products and colonial undertakings which would constitute a gigantic advertisement of French possessions in the Far East. This would inspire confidence in French minds which knew only Indo-China by name, and that very indistinctly, and would also illustrate convincingly to the natives the resources of France and her greatness.

To day the Exposition at Hanoi is almost completed; in November, 1902, it will be opened. When the Université near for Monsieur Doumer's departure for France, some time in a moment of happy inspiration, suggested it might form a fitting farewell act if he were to be directly associated with the building before leaving. Consequently, on the 28th February, 1902, inaugural ceremonies were held in the Palais Central, a magnificent erection which will form the centre of the Exposition buildings; and which will ultimately be preserved as the headquarters of the French Institute for the study of the Philology and Archaeology of Eastern Asia.

The spectacle was one magnificence never before seen in Hanoi, and was attended by the Emperor and Empress of Annam. Monsieur Doumer, General Dods, and other high officials. Monsieur Thomé, the able administrator of the Exposition, in welcoming Monsieur Doumer, on behalf of the colonists, pointed out their regret at his impending departure, after his having taken such an active part in the colony's affairs for the previous five years, and having by his energy and ability given the colony an impulsion that would definitely guarantee its prosperity. They were as confident as he in the future of the colony, and would always realize that he would remain attached to it after having prepared the way for its advance.

"Flourishing in the interior," said Monsieur Thomé, "strong on the frontiers, this great colony, made up of numerous states, solidly and definitely united to continue that programme of progress to which you have again devoted the last few days you remain with us."

"I salute you, sir, the Governor-General, the first artisan of French Indo-China."

The Exposition buildings are situated within a few hundred yards of the new railway terminus of Hanoi. They stand in spacious grounds and are approached by a wide central avenue, which is traversed immediately in front of the gate by the Boulevard Gambetta at the end of which is the railway terminus.

I had the pleasure of visiting the Exposition buildings in April last, as a guest of Monsieur Thomé, the Administrator-in-Chief, under whose careful supervision they are rapidly being completed for occupation by the exhibitors.

Admission to the Exposition grounds is obtained through the main entrance on the Boulevard Gambetta, and a broad avenue leads up to the Palais Central. To the right are grouped the galleries and pavilions of the section allotted to the exhibits from France and her colonies. To the left are the pavilions for exhibits from French Indo-China; at the extremities of these two groups, and parallel with the Boulevard Gambetta, are sections set apart for exhibits from the countries of North and East Asia, comprising China, Japan and Korea to the right; and those of South and West Asia, comprising India, Burma, Netherlands Indies, Straits Settlements, Philippines, Borneo, etc., to the left, at the extremity of the section Indo-China.

The exhibits, of course, to be arranged to produce the best decorative effect and to render their examination easy and attractive.

The Palais Central will receive, without distinction of country, the exhibits relating to archaeology, fine arts, science and instruction, agriculture, commerce, industry, mining and metallurgy. Thorough arrangements have been made for lighting the buildings by electricity.

The section for French Indo-China will comprise articles from Tonkin, Laos, Annam, Cambodia and Kwangtung, whilst adjoining this to the left and in front of the Palais Central will be a small lake, on which will be exhibited fishing implements, models of native boats, etc. The galleries of this section will be exclusively reserved for the prominent things of the colony; the merchants and manufacturers of Indo-China will have their alphabets reserved for all their products, industrial and mercantile, and those leading articles which they import. Thus the foreign visitor will be able to see before him the principal things which the colony consumes and produces.

At some distance in the rear of the Palais Central and built parallel to it, is the Gallery of Fine Arts, which is specially reserved for paintings. This is being directed and organised in France, under the Presidency of the Director of Beaux Arts, Monsieur Roger Marx, the Inspector-general of the Musées of the Department, with Monsieur Taglio, Commissaire of the Exposition de Beaux Arts, as coadjutor, has the matter actively in hand and Monsieur Taglio will visit Hanoi to personally superintend the Fine Art gallery, and he will be assisted by two members of the French Society of Artists. This gallery promises to contain the finest collection of paintings ever seen in the Far East, and no less than 500 pictures have already

been promised. In addition to these will be the gardens with their choice and rare specimens of beautiful plants, pavilions for special exhibits, native and European restaurants, and cafés, two cinemas, illuminations, captive balloons, the Théâtre Français, Amusement and Chinese theatres, concerts, evening aquatic fêtes, and numerous other attractions.

The exhibits are being divided into three groups with a subdivision of classes. The first group will comprise:

1. Archaeology, ancient art, ethnology, religions.

2. Paintings, sculpture, architecture.

3. Engraving, lithography, typography, photography, books.

4. Music and theatrical art.

5. Maps and plans.

6. Social economy and colonisation.

7. Medicine, surgery, hygiene, public health. The second group will comprise classes under the head of agriculture, commerce, industries, mines and metallurgy. The third group, civil engineering, public works, mechanics, electricity, methods of transport.

The exhibits will be judged by a Committee and medals and diplomas will be awarded, signed by the Director of Agriculture and Commerce of Indo-China and by the Commissaire-Général of the Exposition. They will comprise the grand prize, gold medals, silver medals, bronze medals, honourable mention, and a commemorative medal will be given to all exhibitors. Special facilities of transport have been given to exhibitors, and printed rules and regulations are being circulated freely by the French Consulate throughout the Far East giving all information concerning the exhibition.

Everything possible has been done in advance by the colonists, the consuls in the East and the officials, to make the Exposition the great success it promises to be, and Monsieur Thomé, the Commissaire-Général, has fulfilled his many functions with conspicuous ability.

The money for the Exposition was provided for by the decree of the Government of Indo-China, dated Hanoi, 7th December, 1899, in which the funds were to be drawn from the contributions furnished by the budget-general and budgets of local Indo-China and the receipts realised by the Exposition.

The Exposition is being warmly supported throughout the Far East, in France and in the French colonies. At the time of my visit the Commissaire-Général had received advice from the French Minister in Tokyo of 500 applications from Japan for exhibits. From the Philippines 150 applications had been made, and in Madagascar a credit of 100,000 francs had been opened by General Galliéni, to permit of exhibits being sent, and a body of natives, under the direction of an architect who will be a commissioner-delegate, will arrive in Hanoi to take part. The Straits Settlements, Borneo and Sarawak, Siam and the Netherlands Indies have promised many important and interesting objects.

In France the scheme has been enthusiastically supported, and the Lyons Chamber of Commerce was the first to organise a special committee to promote it. Another committee was formed in Paris with similar objects, and numbers among its members such public men as M. le Myer de Villers, Aymonier, Bompard, Bourde, Briere, Gauthier, Collin, Delavand, Cousin, Hector, Joannin, Charles Lemire, Pavie, Piquet, Roume, and Vial.

Among the merchants and manufacturers on the Committee are MM. Ancelet, the president of the French Committee to Foreign Expositions; Artin, the important silk manufacturer of Lyons, and councillor of Commerce of the Interior of France; Bellan, maker of embroideries; Chabrières, president of the Committee for Silk at the Paris Exposition; David-Mennet, president of the General Association of Commerce and Industry; M. Emile Dupont, Engol, Dolamay-Belleval, Estier, Favre-Lepage, the well-known armourer, president of the Jury of the Section of Arms of the Paris Exposition; Hautin, Fontaine, Honou, Maguin, Lyon, Pleyel Wolf, Pinard, Sandou, Rodol, de Bordeaux, Vauri, president of the Tribunal of Commerce of the Seine.

This omission conveys a very different meaning. I should feel obliged if you would rectify the error in your next issue.—Yours, etc.

From Hongkong visitors may travel by the steamers of the Compagnie de Navigation Tonkinaise (A. R. Marti), calling at Kwangtchauwan, Hoihoi and Pakhoi, to Haiphong, if the s.s. *Hu* be taken, which is the best steamer of the fleet, the voyage occupying about four days. The other steamers are the *Hanoi*, *Hongkong* and *Hating*, which have passenger accommodation and do the journey in less time, as they do not call at so many ports as the *Hu*. Messrs. Jenson & Co. also run a regular service of half a dozen steamers between Hongkong and Haiphong.

The passenger rates between Hongkong and Haiphong are \$45 single fare; \$70 return fare available for two months, but these rates will no doubt be reduced.

On arrival at Haiphong, passage is taken in one of the fleet of river steamers of the Correspondance Fluviale au Tonkin (Messrs. Marti and d'Abbadie). These steamers leave Haiphong on Monday, Wednesday and Friday at 5 p.m. and arrive at Hanoi the next morning. Cabins must be booked in advance otherwise the passenger may have to sleep on deck or in the saloon. The fare is \$8, which includes a couch in the saloon at night (or \$1 for a berth in the cabin) also two meals on board.

It is better for the passenger to book his journey at Dapian, which is reached at between 5 and 9 a.m. and there is a daily service of steamers between Haiphong and Dapian. The passage costs \$7 including a couch in the saloon. On disembarking at Dapian, the railway station adjoins the jetty, the passenger can take the train at 7 a.m. and arrive in Hanoi in two hours, the fare being \$1.90 first-class.

By the time the Exposition is opened, however, the new railway between Haiphong and Hanoi should be working, and the visitor will be able to reach the capital from Haiphong in five hours, thus saving the discomfort of a night on the small steamer.

On arrival at Hanoi numerous hotels will be found, the most important being the Hotel Metropole, Hotel Hanoi, Hotel du Lac, Hotel de la Paix, Hotel Dunes, Hotel Birot and several of these are equal if not superior in cuisine and domestic arrangements to many others in the Far East, the visitor may depend on being comfortable. The charges are moderate, and are much less than in Hongkong.

From Hanoi the visitor may take the train to Langson and Dong-dang on the Chinese frontier, the fare being \$10.50, and the meals on the train costing \$1.50 each. Special trips are being arranged at moderate rates to interior places of interest and also to the beautiful bay of Along, which in picturesqueness and beauty is claimed to surpass even the inland sea of Japan.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE FOREIGN COMMUNITY.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 1st July.

SIR.—Re the Chinese and the Public Health, &c., Bill, I notice that some words have been left out in my correspondence which you have so kindly allowed to be inserted in this morning's issue. In the paragraph under the subject matter of "Sections 181 and 182, &c.," "This class of buildings will not be re-erected (unless with, &c.)" should be "This class of buildings will not be allowed to be re-erected (unless with, &c.)"

As this omission conveys a very different meaning I should feel obliged if you would rectify the error in your next issue.—Yours, etc.

AHMET RUMJAHN.

[The amended paragraph is as follows.— Sections 181 and 182 deal with buildings fronting streets less than 15 feet in width and those built over the entrance of streets. This class of building will not be allowed to be re-erected (unless with the consent of the Governor in Council). No compensation is offered to the owners for the enforcement of these regulations. Fancy the loss. If any of these buildings are to-day, insanitary, should they be allowed to stand any longer?]

The work of grouping and classing the exhibits from France has been done in the Colonial office, under the able direction of M. Aïcotel.

Among the numerous French firms who are sending exhibits appear such well known institutions as Le Creusot, Fives-Lille, Chatillon-Commentry, les Forges d'Alzis, Lazare Weiller, de Havre, la Compagnie des constructions métallurgiques, Maquard et Cie de Fourchambault, les Forges de Moisot, les ciments de Boulogne-sur-Mer, la Chambre syndicale de l'acétine, la Société industrielle de Chambord, la Société des Usines du Rhône, la Société de Saint-Gobain, Domango Seillons-Courtois, Comptoir du Chaco occidental, Institut colonial de Marseille (Fonction, Heeckel), Brasserrie Boiteux frères (Besançon), Société carbonique lyonnaise, Dorat et Cie à Troyes, Société pour la défense du commerce de Marseille, Outremer, Guimbert (Lyon), Société d'agriculture et d'acclimatation du Van, Conseil de la République argentine à Dunkerque, Sylvestre (matériel d'incendie), Vilnorin-Andrigoux, Ch. Delagrave, éditeur, Comité républicain du commerce et de l'industrie, etc.

Whilst the Commissaire-Général and the local and metropolitan committees have been leaving nothing undone to guarantee the success of the Exposition in the matter of equipment and organisation, the facilities for foreign visitors have not been forgotten.

James Brodie, another Scotch engineer, was fined \$2 for being drunk and incapable in the public street yesterday morning.

RETURNING FROM BANISHMENT.

Li Shing, a coolie, was banished from the Colony some time ago, but the desire to revisit old haunts proved too strong, and he returned. A lukong with a good memory for faces recognises him, however, and conducted him to one old haunt, the Police Court, whence he was transferred to yet another for a year, with hard labour.

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THE FLYING SCOTSMAN.

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## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Liebig's, P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## LOST

AT Plantation Road Station, a JAPANESE DOG, with engraved copper plate bearing the words: "Moggi, Argus" Reward. FRENCH GUNBOAT "ARGUS" Kowloon Docks. Hongkong, 2nd July, 1902. [1833]

## NOTICE

WE have this day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY, and are prepared to Accept Risks at Current Rates. ALEX. ROSS & CO. Hongkong, 1st July, 1902. [1829]

## WANTED

A CHINESE CLERK who is thoroughly conversant with English. Must write a good hand. Address in own handwriting, stating salary expected and naming references. P. O. BOX 117. Hongkong, 2nd July, 1902. [1835]

## NOTICE

THE GENERAL OFFICER COMMANDING IN CHINA is desirous of engaging a Competent ARCHITECTURAL DRAUGHTSMAN for services in Hongkong. Terms of employment can be ascertained on application to the COMMANDING ROYAL ENGINEERS, Head Quarters Office. Hongkong, 1st July, 1902. [1830]

FURNISHED BEDROOM TO LET. F With or without BOARD. Suitable for Single Person or Married Couple. Very healthy and pleasant surroundings. V. E. Care of Daily Press Office. Hongkong, 2nd July, 1902. [1828]

## PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY), the 3rd JULY, at 11 A.M. at their SALES ROOMS, 20 Des Voeux Road.

## AUCTIONS

## PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY), the 3rd JULY, at 11 A.M. at their SALES ROOMS, 20 Des Voeux Road.

A LARGE QUANTITY OF CHINESE AND JAPANESE CURIOS, consisting of TEA SETS, TOILET SETS, VASES, ORNAMENTS, FLOWER POTS, CURIOS, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st July, 1902. [1803]

## PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED,

SATURDAY, the 5th JULY, at 12.30 P.M. at Queen's Statue Wharf.

THE Steam-Lauhui.

"CHOY PO,"

Built of teakwood, in good condition and working order.

Length . . . . . 62 feet.

Beam . . . . . 11 feet.

Depth . . . . . 5 feet 9 inches.

For further Particulars, apply to the Auctioneers.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st July, 1902. [1804]

## PUBLIC COMPANIES

THE TERRA PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, 38 & 44, Queen's Road Central, on MONDAY, 7th JULY, 1902, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the period ending 30th April, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th JUNE to the 14th JULY, inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 26th June, 1902. [1781]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on TUESDAY, the 8th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1902, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 8th prox., both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th June, 1902. [1702]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"THALES," Captain Robson, will be despatched for the above ports TO-MORROW, the 3rd inst. at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 2nd July, 1902. [1831]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAITAN," Captain Robson, will be despatched for the above ports on FRIDAY, the 4th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 2nd July, 1902. [1832]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESEBRO', LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR, BROS. & GOW.

Hongkong, 1st July, 1902. [1826]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESEBRO', ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 1st inst.

Goods not cleared by the 8th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 11th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 1st July, 1902. [1827]

## INTIMATIONS

## GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

## THE HANOI EXPOSITION

## WILL BE OPENED ON

## 3RD NOVEMBER, 1902.

## THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma, &amp;c. (3rd section).

## The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

## The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

## SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

## ATTRACtIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &amp;c., will be provided.

## REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in few hours by Railway or Steamer.

## NUMEROUS FIRST-CLASS HOTELS and Cafes assure every accommodation to visitors at moderate prices.

## For FURTHER INFORMATION apply to the French Consulates in the Far East.

## P. THOMAS, Commissaire-Général de l'Exposition de Hanoi.

## Hongkong, 1st July, 1902. [1800]

## NOTICE

## THE YUEN HING CHEUNG Firm carrying on business at Mongkok Road, Yau Ma Tei, in the Colony of Hongkong, as Engineers.

## The YUEN HING CHEUNG Firm hitherto carried on at Mongkok Road, Yau Ma Tei, in the Colony of Hongkong, is being wound up. All persons having Claims against the above-named YUEN HING CHEUNG Firm are requested to send a statement of their Claims to the undersigned on or before the 15th day of July, 1902.

## Dated this 1st July, 1902.

## MOUNSEY &amp; BRUTTON, Solicitors.

## 1811] Nos. 39 &amp; 41, Des Voeux Road.

## NOTIFICATION.

## CHINESE INDEMNITY OF 1901.

## THE following Regulations have been approved by His Majesty's Principal Secretary of State for Foreign Affairs for the payment of the amounts of British private claims allowed by the Claims Commission.

## Claims are divided into:

## (A) Death claims, and private claims allowed at or under £100 sterling.

## (B) Private claims allowed over £100 sterling.

## Claims under the first class, or their executors, administrators, or assigns, will be entitled to payment of the full amount allowed, from the first instalment of the British General Indemnity due from the Chinese Government on the 1st of July next.

## Claims of the second class are given the following option:

## (1) Payment by Imperial Chinese Government 4 per cent. sterling bonds at par, redeemable by sinking-fund within a period of 39 years from the 1st of July, 1901.

## (2) Payment by Certificates bearing no interest, for the amount allowed, which will be given in exchange for a discharge in full of the claim. These Certificates will be payable by instalments, from the service of the British General Indemnity as and when received from the Chinese Government, subject to the prior payment of claims under Class (A) and of the service of bonds which may be taken in payment of private claims under Option (1). Due notice of such payments will be given in the London Times and in the local Press of Hongkong, Shanghai and Tientsin, and the corresponding coupon attached to the Certificate will then become payable at the office of the Hongkong and Shanghai Banking Corporation, 31 Lombard Street, London, for the amount of instalment advertised. The coupons will be negotiable at the branches and agencies of the Hongkong and Shanghai Banking Corporation in Hongkong and China. It is calculated that, under the conditions of the General Indemnity, it should be possible to extinguish these certificates in five half-yearly instalments of not less than 10 per cent., the first of which will become due in the month of July, 1902.

## British subjects, being claimants under class (B) or their representatives, whose claims have been allowed by the Claims Commissioner, are requested to communicate in writing with the undersigned at the Hongkong and Shanghai Banking Corporation, Shanghai, not later than the 20th of July next, stating the option they desire to exercise with regard to payment by bonds or Certificates.

## E. G. HILLIERS, British Delegate.

## Peking, 12th June, 1902. [1784]

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## Hongkong 3rd October, 1900. 64

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## Hongkong, 2nd June, 1902. [1763]

## 228]

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## TO LET.

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## G. C. ANDERSON,

## 4, Pedder Street (Ground Floor).

## Hongkong, 13th March, 1902. [1809]

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## Apply to

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## Secretary,

## The Hongkong and Kowloon Wharf and Godown Company, Ltd.

## Hongkong, 13th May, 190

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## THE WORLD-MASTERS,

BY  
GEORGE GRIFFITH,  
Author of "The Angel of the Revolution,"  
"Brothers of the Chain," "The Justice  
of Revenge," "A Honeymoon  
in Space," &c., &c.

## [COPYRIGHT.]

## CHAPTER XXIII.

The Nadine ranged alongside. Miss Chrysie still sitting at her Maxim with Robertson beside her ready to see to the ammunition feed, and the president, leaning over the forward rail, said as laconically as though he had been putting the most ordinary business proposition:

"Good morning, Excellency. I guess you and the Countess had better come on board as soon as possible. If you'll lower the gangway I'll send a boat; but if there's any more shooting I shall sink you. I don't want to do anything unpleasant, you understand, but that high-toned friend of yours the Marquise has half-poisoned most of us, and so the rest have to take charge. Are you badly hurt?"

Count Valdemar held hurried consultation with the captain of the *Vladoya*, and replied as politely as he could:

"The fortune of war is with you, Mr. Vandemar, and there is no need for any further concealment. We are crippled, but the watertight compartments have been closed and we shall float. Meanwhile we are helpless and entirely at your service. What do you wish us to do?"

In the meantime the *Nadine*'s boat had been lowered and was pulling round her stern to the gangway of the *Vladoya* which had been lowered, and the president replied:

"We'll have to ask your Excellency and the Countess to be our guests for a bit; so if you'll just come right on board and tell your people to get your baggage fixed up we'll be able to save you a certain amount of unpleasantness. You will be a lot more comfortable on board here than you will there, because we're going to take what coal you've got and then sink you."

As the president said, this, the captain of the Russian yacht nodded towards a man standing by one of the one-pounders on the fore deck. He pulled the lanyard, there was a sharp bang, and a shell bored its way through the plates of the *Nadine*'s armidships, just missing the engines. The next moment Miss Chrysie's Maxim began to thud, spitting flame and smoke and lead, sweeping the decks of the *Vladoya* from stem to stern. Only those on the bridge were spared.

For well three minutes the deadly hail continued, and there was not a man on deck who was not killed or maimed. The president had jumped to the breach of his gun, the musket swung round till it bore directly on the part of the *Vladoya* which contained her boilers. He held up his hand and Chrysie stopped the Maxim. Then she swung it on to the bridge, glanced along the sights and touched the spring. There was a crack and a puff of smoke and flame, and the captain of the *Vladoya* who was standing about a couple of feet away from Count Valdemar and Sophie, reeled half-round and dropped with a bullet through his heart.

"I guess your Excellency and the Countess had better come on board right away," said the president, still looking along the sights of his gun. "That's a pretty unhappy place you're in, and my daughter's only got the patience of an ordinary woman you know."

Sophie looked across at the *Nadine*'s bridge and saw Chrysie's white face and burning eyes looking over the barrel of the Maxim. Her thumb was on the spring, and there was death in her eyes. She took her father by the arm, and said:

"Come, papa, it's no use. That she'll shoot us like dogs if we don't go. Come."

And so they went down to the deck, strown with corpses and splashed with blood, to the gangway ladder, at the bottom of which the *Nadine*'s boat was waiting.

Miss Chrysie at once left the gun with which she had done such terrible execution, and went with the chief officer to receive them. To the utter astonishment of both the Count and Sophie, she held out her hand as cordially as though the meeting had taken place on the terrace of Orrel Court, and said with a somewhat exaggerated drawl:

"Well, Countess, and your Excellency, I am real glad to see you. We sort of thought we should meet you somewhere about here, and I am sure his lordship and the viscount and Lady Olive when they get better will do all they can to make you comfortable. Now here's the stewardess. As she didn't have any of the Marquise's punch last night, she's ready to show you to your room. Mr. Vernon, perhaps you'll be kind enough to attend to his Excellency. Good-bye for the present: I guess we shall meet at lunch."

"Really, after the unpleasantness that has happened," said the Count, "your kindness and your hospitality are quite overwhelming."

"And," added Sophie, as the two prisoners of war passed into the charge of their respective custodians, "I must say that to me it is as mysterious as it is charming. If the conditions had been reversed I should certainly have shot you."

"It wouldn't have been quite fair," replied Miss Chrysie, sweetly. "You see I had a gun, and you hadn't."

She watched them disappear down the companion way to the saloon, then she put her hands up to her eyes, dropped her way half-blindly to a long wooden chair, dropped into it, and immediately fainted.

Just then the chief, washed, shaved, now-old and thoroughly contented with the really splendid piece of work that had been done on one of his beloved engines, came on deck, looking as though nothing very particular had happened. He saw instantly what was the matter.

"The lass has a wonderful nerve," he said to himself. "Ay, what a man she's made! But she's only a lassie after all, and we'd better get her below. I'll just take her down to Mrs. Evans without troubling the president. He's got plenty to think about. Yes, Vernon's on the bridge, and he'll see to things."

Then he picked her up in his arms and carried her down to her own cabin, and laid her in her berth, and gave her into the charge of the stewardess. Then he went up to the captain's room and found him just recovering consciousness.

"What's the matter, McNiven?" he said. "That infernal punch last night seems to have poisoned me. I seem to have been having a nightmare with guns firing and—"

"That's all right, captain," replied the Scotswoman; "if you'd taken off of that infernal punch and more honest whisky, as I did, you wouldn't have such an awful head on you as I suppose you have. Still there's nothing much to trouble about. We've got the engine to rights again, we've met the *Russo* yacht and fought her and beaten her. Mr. Vandemar and Sophie had been having a bit of a fight with his gun, and Miss Vandemar—"

"And, now, Captain, don't you think that a wee peg would do you good? Mr. Vernon's on

the bridge, the president's holding up the Russians with his gun, and the engineers are working all right, but half the crew and all the company are still something like dead, with that Frenchwoman's drug, whatever they were."

Captain Burgess took the chief engineer's hint, and a stiff brandy and soda. Then he dressed and went on deck, and had a brief conversation with the president, after which he took charge of the operations of clearing all the coal and stores out of the *Vladoya* before she was sent to the bottom.

The president and Miss Chrysie had to entertain their involuntary guests at lunch, for although the rest of the *Nadine*'s company were recovering consciousness, they were still under the doctor's care and unable to leave their berths, but at dinner that evening Lady Olive, the Earl, and Hardress were able to welcome them, and they did so with a cordiality which impressed both the Excellency and Sophie before she was sent to the bottom.

"She has gone! That is a wonderful gun, Viscount."

"Yes," replied Hardress, dryly. "That is a twelve-pounder. We have some hundred-pounders at the works, as well as a new weapon which may interest your Excellency very much. It destroys without striking. If the French and Russian North Polar Expedition should chance to pay us a visit, you may perhaps see them both in action."

"And now, President," he went on, "I suppose we may, as well shape our course for Boothia Land."

"There is nothing more to wait for than I know of, Viscount," he replied, and so the *Nadine*'s head was swung round to the north-west, her engines were put to their full power, and as she began her voyage to that desolate spot of earth which was soon to become the seat of the World-empire.

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2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

| DESTINATION                                 | VESSEL'S NAME    | FLAG & RIG | BERTH | CAPTAIN                | FOR FREIGHT APPLY TO        | TO BE DESPATCHED            |
|---|------------------|------------|-------|------------------------|-----------------------------|-----------------------------|
| LONDON, &c. via PORTS OF CALL               | PARRAMATTA       | Brit. str. | 2 m.  | F. J. Fox              | P. & O. S. N. Co.           | On 5th inst., at Noon.      |
| LONDON                                      | SEXTON           | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | To-morrow.                  |
| LONDON                                      | SHANGHAI         | Brit. str. | 2 m.  | E. Spicer              | P. & O. S. N. Co.           | On 11th inst., at Noon.     |
| LONDON                                      | ALCINOUS         | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 10th inst.               |
| LONDON                                      | SARDON           | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 2nd inst.                |
| LONDON & ANTWERP via SUEZ CANAL             | BUNKEF           | Brit. str. | 2 m.  | Clark                  | GIBB, LIVINGSTON & CO.      | On or about 16th inst.      |
| LONDON & ANTWERP                            | ULYSSES          | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 6th August.              |
| LIVERPOOL DIRECT                            | TELEMACHUS       | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 10th August.             |
| LIVERPOOL DIRECT                            | IDIOMENUS        | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 20th inst.               |
| MARSEILLES, VAUVE & HAMBURG                 | TYDEUS           | Brit. str. | 2 m.  |                        | BITTERFIELD & SWIRE         | On 20th August.             |
| MARSEILLES, LONDON & ANTWERP, &c. SPOKE &c. | STEASBURG        | Ger. str.  | 2 m.  |                        | HAMBURG-AMERIKA LINE        | On 4th inst.                |
| BALEVEN via PORTS OF CALL                   | SADO MARU        | Jap. str.  | 2 m.  |                        | NIPPON YUSEN KAISHA         | On 12th inst., at Daylight. |
| HAUVE, BREMEN & HAMBURG                     | PRINZ HEINRICH   | Ger. str.  | 2 m.  | W. Thompson            | MELCHERS & CO.              | On 10th inst., at Noon.     |
| HAVRE & HAMBURG                             | SAMBIA           | Ger. str.  | 2 m.  | Schmidt                | HAMBURG-AMERIKA LINE        | On 15th inst.               |
| HAVRE & HAMBURG                             | SILESIA          | Ger. str.  | 2 m.  | Bahle                  | HAMBURG-AMERIKA LINE        | On 30th inst.               |
| HAVRE & HAMBURG                             | C. FRIED LAMZ    | Ger. str.  | 2 m.  | Fuchs                  | HAMBURG-AMERIKA LINE        | On 14th August.             |
| HAVRE & HAMBURG                             | WUZBURG          | Ger. str.  | 2 m.  | von Binzer             | HAMBURG-AMERIKA LINE        | On 23rd August.             |
| HAVRE & HAMBURG                             | KONGSBERG        | Ger. str.  | 2 m.  | Mayer                  | HAMBURG-AMERIKA LINE        | On 10th September.          |
| HAVRE & HAMBURG                             | SHIMANO          | Brit. str. | 2 m.  |                        | DODWELL & CO., LIMITED      | About 6th inst.             |
| HAVRE & HAMBURG                             | INDAMAYO         | Brit. str. | 2 m.  |                        | JARDINE, MATHESON & CO.     | Quick despatch.             |
| HAVRE & HAMBURG                             | RADONSHIRE       | Brit. str. | 2 m.  |                        | SHIENWAN, TOME & CO.        | On 20th inst.               |
| HAVRE & HAMBURG                             | BENCLEUCH        | Brit. str. | 2 m.  |                        | GIBB, LIVINGSTON & CO.      | On or about 15th inst.      |
| HAVRE & HAMBURG                             | COMET            | Brit. str. | 2 m.  | Thomson                | REUTER, BROCKELMANN & CO.   | Quick despatch.             |
| HAVRE & HAMBURG                             | VERONA           | Brit. str. | 2 m.  | Davis                  | CARLOWITZ & CO.             | On 19th inst.               |
| HAVRE & HAMBURG                             | ASAMA            | Brit. str. | 2 m.  | F. F. Bennett          | SHIENWAN, TOME & CO.        | On or about 15th August.    |
| HAVRE & HAMBURG                             | EMPEROR OF JAPAN | Brit. str. | 2 m.  | H. Pybus, R.N.R.       | CANADIAN PACIFIC R. CO.     | On 16th inst., at Noon.     |
| HAVRE & HAMBURG                             | ATHENIAN         | Brit. str. | 2 m.  | J. H. Mowatt           | CANADIAN PACIFIC R. CO.     | On 26th inst.               |
| HAVRE & HAMBURG                             | OLYMPIA          | Brit. str. | 2 m.  | DODWELL & CO., LIMITED | To-day.                     |                             |
| HAVRE & HAMBURG                             | SHINANO MARU     | Jap. str.  | 2 m.  | J. Truebridge          | NIPPON YUSEN KAISHA         | On 14th inst., at 4 P.M.    |
| HAVRE & HAMBURG                             | INDRAVELLI       | Brit. str. | 2 m.  | M. J. Curran           | PORTLAND & ASIATIC S.S. CO. | On 26th inst.               |
| HAVRE & HAMBURG                             | ARELLA           | Brit. str. | 2 m.  | Chen                   | GIBB, LIVINGSTON & CO.      | On 17th inst., at 10 A.M.   |
| HAVRE & HAMBURG                             | KUMANO MARU      | Jap. str.  | 2 m.  | S. John George         | HAMBURG-AMERIKA LINE        | On 5th inst., at Noon.      |
| HAVRE & HAMBURG                             | TAIYUEN          | Brit. str. | 2 m.  | E. W. Haswell          | HAMBURG-AMERIKA LINE        | On 26th inst.               |
| HAVRE & HAMBURG                             | MARIA VALERIE    | Aus. str.  | 2 m.  |                        | SANDER, WIELER & CO.        | On 15th inst.               |
| HAVRE & HAMBURG                             | BANCA            | Brit. str. | 2 m.  | E. P. Martin, R.N.R.   | MITSUBUSSAN KAISHA          | On or about 12th inst.      |
| HAVRE & HAMBURG                             | TAMIA MARU       | Jap. str.  | 2 m.  | J. W. Wale             | MITSUBUSSAN KAISHA          | To-morrow, at Noon.         |
| HAVRE & HAMBURG                             | SANUKI MARU      | Jap. str.  | 2 m.  | W. Townsend            | MITSUBUSSAN KAISHA          | On 18th inst., at Daylight. |
| HAVRE & HAMBURG                             | IZUMI MARU       | Jap. str.  | 2 m.  | C. H. Butler           | MITSUBUSSAN KAISHA          | On 20th inst., at Noon.     |
| HAVRE & HAMBURG                             | KASUGA MARU      | Jap. str.  | 2 m.  | H. Fraser              | MITSUBUSSAN KAISHA          | On 25th inst., at Noon.     |
| HAVRE & HAMBURG                             | MIKIE MARU       | Jap. str.  | 2 m.  | M. Yagi                | MITSUBUSSAN KAISHA          | On 15th inst., at Noon.     |
| HAVRE & HAMBURG                             | KWINTANG         | Brit. str. | 2 m.  |                        | BUTTERFIELD & SWIRE         | On 8th inst.                |
| HAVRE & HAMBURG                             | PIKIN            | Brit. str. | 2 m.  |                        | BUTTERFIELD & SWIRE         | To-morrow, at A.M.          |
| HAVRE & HAMBURG                             | WHAMPOA          | Brit. str. | 2 m.  | W. B. Palmer           | BUTTERFIELD & SWIRE         | On 10th inst.               |
| HAVRE & HAMBURG                             | VALLETTA         | Brit. str. | 2 m.  | A. G. Cubitt           | P. & O. S. N. CO.           | On or about 4th inst.       |
| HAVRE & HAMBURG                             | DAYTON MARU      | Jap. str.  | 2 m.  | P. O. S. N. CO.        | MITSUBUSSAN KAISHA          | On 6th inst.                |
| HAVRE & HAMBURG                             | ANPING MARU      | Jap. str.  | 2 m.  | R. Suzuki              | MITSUBUSSAN KAISHA          | To-day.                     |
| HAVRE & HAMBURG                             | MAIDUZU MARU     | Jap. str.  | 2 m.  | T. Saito               | MITSUBUSSAN KAISHA          | On 7th inst.                |
| HAVRE & HAMBURG                             | TRATES           | Brit. str. | 2 m.  | Robson                 | DOUGLAS LAPRAK & CO.        | To-morrow, at 11 A.M.       |
| HAVRE & HAMBURG                             | HAITAN           | Brit. str. | 2 m.  | Borch                  | DODWELL & CO., LIMITED      | On 4th inst., at 11 A.M.    |
| HAVRE & HAMBURG                             | RESTITTA MARU    | Jap. str.  | 2 m.  | Tata                   | MITSUBUSSAN KAISHA          | Quick despatch.             |
| HAVRE & HAMBURG                             | LAISANG          | Brit. str. | 2 m.  | Payne                  | JARDINE, MATHESON & CO.     | To-day, at 3 P.M.           |
| HAVRE & HAMBURG                             | KAGOSHIMA MARU   | Jap. str.  | 2 m.  | K. Kuri                | NIPPON YUSEN KAISHA         | To-day, at Noon.            |
| HAVRE & HAMBURG                             | BIASONO          | Ital. str. | 2 m.  | Muzio                  | CARLOWITZ & CO.             | On 11th inst., at Noon.     |
| HAVRE & HAMBURG                             | HIROSHIMA MARU   | Jap. str.  | 2 m.  | T. Murai               | NIPPON YUSEN KAISHA         | On 18th inst., at Noon.     |

## SHIPPING.

## VESSELS ON THE BERTH

THIS PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

(THE JAPAN MAIL STEAMSHIP COMPANY)  
PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

STEAMERS DESTINATIONS SAILING DATES

KAGOSHIMA MARU BOMBAY, SINGAPORE and 2nd July, 1902

K. Kuri COLOMBO and 2nd July, 1902

TAMBA MARU KOBE and YOKOHAMA and 3rd July, 1902

J. W. Vale SYDNEY and MELBOURNE, VIA 3rd July, 1902

KUMANO MARU THURSDAY ISLAND TOWNS and 5th July, 1902

SALO MARU MARESILLES, LONDON and 5th July, 1902

SHINANO MARU VICTORIA, B.C. and SEATTLE and 14th July, 1902

M. J. Currow U.S.A., VIA SHANGHAI, MOJI, 14th July, 1902

MIKIE MARU KOBE and YOKOHAMA and 15th July, 1902

SANUKI MARU KOBE and YOKOHAMA and 18th July, 1902

HIROSHIMA MARU BOMBAY, VIA SINGAPORE and 28th July, 1902

IZUMI MARU COLOMBO and 28th July, 1902

KOBE KOBE and 29th July, 1902

KASUGA MARU NAGASAKI, KOBE and YOKOHAMA and 29th July, 1902

KAWACHI MARU MARESILLES, LONDON and 29th July, 1902

SAID ANTWERP, VIA SINGAPORE and 29th July, 1902

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

PROPOSED SAILINGS FROM HONGKONG 1902

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

SAID.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July, 1902

R.M.S. "ATHENIAN" Comdr. H. Mowatt SATURDAY, 26th July, 1902

R.M.S. "EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 6th Aug., 1902

R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug., 1902

R.M.S. "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept., 1902

SAFETY SPEED PUNCTUALITY

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19-knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

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VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

## OUTWARDS

| FROM                  | STEAMERS     | TO            |
|-----------------------|--------------|---------------|
| GLASGOW and LIVERPOOL | "ULYSSES"    | On 5th July.  |
| GLASGOW and LIVERPOOL | "TELEMACHUS" | On 11th July. |
| GLASGOW and LIVERPOOL | "TYDEUS"     | On 17th July. |
| GLASGOW and LIVERPOOL | "PYRHUS"     | On 23rd July. |
| GLASGOW and LIVERPOOL | "ANTENOR"    | On 31st July. |
| GLASGOW and LIVERPOOL | "DARDANUS"   | On 8th Aug.   |

## HOMEWARDS

| FROM               | STEAMERS     | TO SAIL       |
|--------------------|--------------|---------------|
| LONDON             | "STENTOR"    | On 3rd July.  |
| LONDON             | "ALCINOUS"   | On 10th July. |
| LONDON             | "SARPEDON"   | On 22nd July. |
| LONDON             | "ULYSSES"    | On 5th Aug.   |
| LONDON AND ANTWERP | "TELEMACHUS" | On 19th Aug.  |
| LIVERPOOL DIRECT   | "TYDEUS"     | On 29th Aug.  |

(Taking Cargo at London Rates); "IDOMENEUS" On 13th July.

(Taking Cargo at London Rates); "IDOMENEUS" On 13th July.

BUTTERFIELD & SWIRE,  
AGENTS, O. S. S. CO.

Hongkong, 28th June, 1902.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR                     | STEAMERS   | TO SAIL       |
|-------------------------|------------|---------------|
| SHANGHAI                | "WHAMPoa"  | On 4th July.  |
| TIENTSIN                | "KWEIYANG" | On 8th July.  |
| PORT DARWIN, THURSDAY   |            |               |
| ISLAND COOKTOWN, CAIRNS |            |               |
| TOWNSVILLE, BRISBANE    | "TAIYUEN"  | On 26th July. |
| SYDNEY, MELBOURNE and   |            |               |
| ADELAIDE                |            |               |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st July, 1902.

## FOR NEW YORK.

THE A1, 4m. British Barque

"COMPT."

Captain Davis, is now loading for the above port and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & CO.

Hongkong, 28th June, 1902.

Glenfalloch, British steamer, 1,834, Bainbridge, June 29, Chinese

Glenogle, British str., 2,399, Warner, June 25,

Jardine, Matheson & Co

Glenroy, British str., 3,141, Selby, July 1,

McGregor Bros & Gow

Glocester City, British str., 1,409, Nilsson,

June 24, Dowdell & Co, Limited

Haihan, French str., 377, Andersen, July 1,

A. R. Mart

Haliotis, Dutch steamer, 1,070, Rijn, June 30,

Arnhold, Karberg & Co

Haus, French steamer, 742, Merless, July 1,

A. R. Mart

Hans Monell, German str., 1,697, Auer, June 27,

E. A. Trading Co

Heathburn, British str., 2,740, Keith, June 30,

Dowdell & Co, Limited

Hearford, British str., 2,436, Robertson, June 24, Order

Independent, German str., 871, Ziegler, July 1,

Sander, Wieler & Co

Kagoshima-Mari, Jap. str., 4,404, Kuri, June 30,

Nippon Yusen Kaisha

Keongvai, German str., 1,115, Ieuss, June 29,

Melchers & Co

Kiangsi, Amr. str., 1,347, Brissander, July 1,

King Bong, Ger. str., 863, Ziegenbein, June 30,

Butterfield & Swire

Kwayang, British str., 1,062, Hooker, July 1,

Eut, Jardine, Matheson & Co

Laizang, British str., 2,225, Payne, June 27,

Jardine, Matheson & Co

La Porte, British str., 1,352, Westerton, June 10, Order

Lise, Swedish steamer, 998, Hornsund, June 12,

Order

Loomoon, Ger. str., 1,245, Drews, June 26,

Siemens & Co

Lobos, Ger. str., 1,020, Mollermaier, July 1,

Butterfield & Swire

Meredos, British str., 2,963, Carter, June 3,

Government

Mongkut, German str., 829, Gotsche, June 25,

Melchers & Co

Nansing, British str., 1,254, Young, June 25,

Jardine, Matheson & Co

Ness, British steamer, 1,963, Paist, July 1,

Mitau Bussan Kaisha

Oceans, German str., 418, Jahnke, June 27,

Siemens & Co

Olympos, Amr. str., 1,721, Truebridge, June 16,

Dowdell & Co, Limited

Onusang, British str., 1,787, Davies, June 24,

Jardine, Matheson & Co

Paknam, British str., 1,235, Reid, May 28,

Bridley & Co

Pekin, British steamer, 2,522, Palmer, June 30,

F. & O. N. Co

Pelayo, British steamer, 1,100, Pyrrn, June 26,

Chinese

Pira 26, Klafo, German str., 1,012, Bruhn, June 26,

Butterfield & Swire

Piramut, German str., 1,021, Mangelsdorff, June 26, Butterfield & Swire

Progress, German str., 682, Meyer, June 27,

Siemens & Co

Sciratid, Norwegian str., 617, Larsen, June 28,

Chinese

Shakao Maru, Jap. str., 2,220, Fujita, June 21,

Dowdell & Co, Limited

Sleipner, Norwegian str., 860, Rodseth, June 27,

Chinese

Sungkang, British str., 1,021, Outerbridge, June 24, Butterfield & Swire

Takao, British str., 980, Baker, June 27

Jardine, Matheson & Co

Tambu Maru, Jap. str., 3,200, Wade, July 1,

Nippon Yusen Kaisha

Telomach, Brit. str., 1,340, Williamson, June 28,

Chinese

Thomis, Norw. str., 1,646, Thamassen, June 25,

Carlowitz & Co

Tsurugisan Maru, Jap. str., 2,560, Narasaki, June 29, M. B. Kishia

Whampoa, British str., 11,09, Laver, June 29,

Butterfield & Swire

Wongkoi, German str., 1,921, Coward, June 23,

Admiralty

Yatko, gunboat, 620 tons, 10 guns, 700 h.p., at

Yokohama

Yihai, Japanese cruiser, 1,250 tons, 6 guns, 100 h.p., at

Yokosuka

Yihai, gunboat, 500 tons, 9 guns, 455 h.p., at

Yokosuka

Yihai, gunboat, 490 tons, 5 guns, 472 h.p., at

Yokosuka

Yihai, gunboat, 490 tons, 5 guns, 472 h.p., at

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Yihai, gunboat, 490 tons, 5 guns, 472 h.p., at

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Yokosuka

Yihai, gunboat, 490 tons, 5 guns, 472 h.p., at

Yokosuka

Yihai, gunboat, 490 tons, 5 guns, 472 h.p., at

## POST OFFICE NOTICES

The *Post Office*, with the English Mail of the 6th ult., left Singapore on Saturday, the 28th ult., at 5 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 5th May.

The *America Maru*, with the American Mail of the 4th ult., left Yokohama on Thursday, the 20th ult., at daylight, and may be expected here on or about Friday, the 4th inst.

## MAILS WILL CLOSE

FOR PER DATE

|  |     |                            |
|--|-----|----------------------------|
| Canton   | 100 | Wednesday, 2nd, 7.45 A.M.  |
| Singapore, Amoy and Foochow                                | 100 | Wednesday, 2nd, 8.00 A.M.  |
| Kolo   | 100 | Wednesday, 2nd, 9.00 A.M.  |
| Singapore, Colombo and Bombay                              | 100 | Wednesday, 2nd, 11.00 A.M. |
| Shanghai, Miji, Kobe, Yokohama, Victoria, B.C., and Tacoma | 100 | Wednesday, 2nd, 11.00 A.M. |
| Bangkok  | 100 | Wednesday, 2nd, 11.00 A.M. |
| Macau  | 100 | Wednesday, 2nd, 11.15 P.M. |
| Singapore, Penang and Calcutta                             | 100 | Wednesday, 2nd, 3.00 P.M.  |
| Swatow and Shanghai  | 100 | Wednesday, 2nd, 5.00 P.M.  |
| Canton   | 100 | Thursday, 3rd, 10.00 A.M.  |
| Swatow   | 100 | Thursday, 3rd, 11.00 A.M.  |
| Singapore  | 100 | Thursday, 3rd, 11.00 A.M.  |
| Kolo and Yokohama  | 100 | Thursday, 3rd, 11.00 A.M.  |

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

Swatow, Amoy and Foochow

Swatow and Shanghai

Miji

Bangkok

Europe, &c., India via Tuticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Ticatsin

Europe, &c., India via Tuticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Bombay

Macau, Kolo, Yokohama, Victoria, B.C., and Tacoma

Tacoma

SHANGHAI, NAGASAKI, KOLE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.

SHANGHAI, NAGASAKI, KOLE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.

TO-MORROW.

Sale Curios, Sales Room, Messrs. Hughes & Hough, 11 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

lat. July.

ON LONDON.— Telegraphic Transfer 189.

Bank Bills, on demand 187.

Bank Bills, at 30 days sight 183.

Bank Bills, at 6 months sight 183.

Credits, at 4 months sight 183.

Documentary Bills, 6 months sight 183.

ON PARIS.— Bank Bills, on demand 213.

Credits, at 4 months sight 214.

ON GERMANY.— On demand 175.

ON NEW YORK.— Bank Bills, on demand 41.

Credits, 60 days' sight 42.

ON BOMBAY.— Telegraphic Transfer 128.

Pak, on demand 129.

ON CALCUTTA.— Telegraphic Transfer 128.

Bank, on demand 129.

ON SHANGHAI.— Bank, at sight 74.

Private, 30 days' sight 74.

ON YOKOHAMA.— On demand 10 p.m.

ON MANILA.— On demand 2 p.m.

ON SINGAPORE.— On demand 1 p.m.

ON BATAVIA.— On demand 104.

ON HAIKONG.— On demand 14 p.m.

ON SAIGON.— On demand 14 p.m.

ON PANGKOK.— On demand 601.

SHREVEPORT, Pak's Buying Rate \$11.54

G. & LEAF, 10 line, per tael \$10.25

1/2 SILVER, p. w. 241.

OPIUM.

1st July.

Quotations are— Allowance not to 1 catty.

Malwa New 890. to \$910 per picul

Malwa Old 880. to \$910

P. P. per wrapped 880. to —

Persian fine quality 880. to —

Persian extra fine 880. to —

Patis New 500. to — per chest.

Patis Old 880. to —

Benares New 887. to —

Benares Old 880. to —

## VESSELS EXPORTED.

THE ENGLISH MAIL.

The P. & O. steamer *Valletta* left Singapore for this port on the 28th ult., at 5 p.m., and is due here to-morrow, at about 6 p.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on the 29th ult., p.m., and may be expected here on or about the 9th inst.

The Imperial German mail steamer *Kronprinz* left Colombo on the 28th ult., p.m., and may be expected here on or about the 9th inst.

THE INDIAN MAIL.

The steamer *Arundale Asper*, from Calcutta, left Singapore for this port on the 1st inst., p.m.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 7.30 a.m. on the 30th ult., and left again at 3 p.m. same day for Kobe, where she was due to arrive at 3 p.m. on the 1st inst.

THE MERCHANT STEAMERS.

The O.S.S. steamer *Larvett* left Pehang on the 26th ult., and is expected here to-day.

The N.Y.K. steamer *Kawasaki Maru* (Austria Liner) left Nagasaki for this port on the 28th ult., p.m., and is expected to arrive here to-day.

The O.S.S. steamer *Stentor* left Foochow on the 33rd ult., for Amoy and Hongkong, and is expected here to-day.

The steamer *Lenox*, from Glasgow, Liverpool and Straits, left Singapore on the 26th ult., and is expected to arrive here to-morrow.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods

W.M. PARLANGE, Manager.

Hongkong, 15th November, 1901.

## JOINT STOCK SHARES

Hongkong, 27th June.

COMPANY. PAID UP QUOTATIONS

Bank—\$125 \$800, buyers

Natl. Bank of China 25 \$27, buyers

Am. Sharps 21 \$10, sellers

Bell's Asbestos E. A. 21 \$1.

Campbell, Macr. & Co. 100 \$21, buyers

China-Borneo Co., Ltd. 25 \$25, sellers

China Light and Power Co., Ltd. 200 \$15, sellers

China Prov. L. & M. 100 \$10,87, sales & buy.

China Sugar 100 \$100, sellers

Coca Companies 500 \$500, nominal

Albania, Ltd. 500 \$45, sellers

Philippine Tobacco Trust Co., Ltd. 30 \$45, sellers

Cotton Mills 100 \$100 \$100, sellers

Two 100 \$100, sellers

International 100 \$100, sellers

Luuk Lung Mow 100 \$100, buyers

Soyoch 100 \$100, buyers

Hongkong 100 \$100, buyers

Dairy Farm 100 \$100, buyers

Green Island Cement 100 \$100, buyers

H. & C. Bakery 100 \$100, buyers

Longkong & C. Gas 100 \$100, buyers

Hongkong Electric 100 \$100, buyers

H. H. L. Tintawaya 100 \$100, buyers

Ikak Steam Water-bott. Co., Ltd. 100 \$100, buyers

Bongkong Hotel 100 \$100, buyers

Hongkong Ice 100 \$100, buyers

H. & K. Victor & Co. 100 \$100, buyers

Hongkong Royal 100 \$100, buyers

Printed matter and sausages 100, nominal

Registration 100, nominal

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Lettors 100 \$100, nominal

Printed matter and sausages 100, nominal

Registration 100, nominal

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Lettors 100 \$100, nominal

Printed matter and sausages 100, nominal

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